



Chapter 9 Transportation

Cluster 2 Asset Profile

Cluster 2 is primarily an trip origin rather than a destination because of its lack of numerous or large scale job centers. State trunklines and interstate expressways provide ease of access to the region. Gratiot Avenue (M-3) and Hoover/ Groesbeck (M-97) are north/south major arterial roads which connect this sector to job and shopping opportunities in Macomb County. Gratiot also provides direct connection to the Central Business District. Eight Mile Road (M-102) is another major arterial road which travels east/west and connects residents with southern and western Oakland County and western Wayne County. This road intersects with the I-94, I-75, M-10, and I-96 expressway system leading to statewide and interstate destinations.

Map A20 shows 24 hour two-way traffic volume ranges of arterial streets. Traffic patterns are apparent and not surprising. The sole exception is Moross Road from I-94 to Kelly, which carries over 30,000 vehicles a day with no clear destination point.

Expressway Access - I-94 is the sole limited access expressway to physically connect with Cluster 2. It provides the eastern boundary separating Clusters 2 and 3. Vehicular access is abundant with ramps at Moross, Cadieux, Outer Drive/Chalmers, and Conner Roads. Its location is not near Cluster 2 job centers or shopping facilities and acts more as moving residents from this origin to outside destinations.

Major Arterial Streets - Major streets generally follow the established grid system providing easy movement in all directions. North-south streets include Gratiot, Harper, Schoenherr, and Hoover/M-97 Avenues. Gratiot is one of five wide radial streets originating downtown. Greater than thirty thousand commuter vehicles are accommodated. Hoover is a residential street that connects Gratiot to Groesbeck Highway/M-97 with its numerous manufacturing jobs in Macomb County. Schoenherr is another road with large residential frontages and connects Gratiot to Macomb County. Harper is a commercial corridor that is parallel and entwined with I-94. Eight Mile, Seven Mile/Moross, and Conner Roads provide east-west movement and are primarily fronted by non-residential land uses.

Minor Arterial Streets - This cluster is traversed in both directions by several smaller arterial streets that carry significant traffic but do not provide regional connections. A mixture of business districts serving the adjacent neighborhoods, multiple- and single-family residences, churches, and schools fronts these streets. Kelly, Hayes,

and Chalmers are north-south streets. Cadieux/Morang, Houston-Whittier, and McNichols (Six Mile) are east-west roads. McNichols originally connected to the west side; however, it was closed to accommodate the airport expansion and only serves Cluster 2.

Outer Drive is a residentially lined boulevard that winds throughout the City. It carries moderate amounts of traffic but changes direction often does not lead any specific destinations. Originally, it was the city limits which explains the meandering nature.

Mass Transit - Mass transportation is provided by the Detroit Department of Transportation (D-DOT) within the Detroit and SMART which serves suburban communities. North-south routes include Harper, Kelly, Hayes, Chalmers, Gratiot, Schoenherr, Hoover/Gunston, and Outer Drive. East-west routes include Eight Mile, Seven Mile/Moross, Cadieux/Morang, McNichols (Six Mile), Whittier, and Conner. Gratiot and Harper buses are considered downtown routes which terminate at Cadillac Square. The balance of buses are crosstown routes. Map A21 indicates DDOT routes.

The regional SMART system directly connects Cluster 2 to Macomb County destinations and origins. All lines are north-south routes and serve riders on Gratiot, Schoenherr, and Harper Avenues. The schedule is focused to take suburban passengers to the CBD in the a.m. and to their automobile parking areas in the p.m. It serves few outlying job centers.

Rail Lines - The Grand Trunk & Western rail lines are active and separate this cluster from Cluster 1 along the west edge. It ultimately connects to the international rail tunnel between Port Huron, Michigan and Sarnia, Ontario. An industrial corridor has historically developed adjacent to this railroad from industrial zone in the northwest area of Cluster 2 to Mt. Clemens. No additional rail lands are located in this sector.

Capital Improvements - The SEMCOG Transportation Improvements Program as submitted to the Michigan Department of Transportation was reviewed for relevant capital improvements for Cluster 2. Projects exclusive to this area are listed below. However, many projects such as improving signalization are slated for completion on a city wide basis and not listed.

- Regrade and improve protection at the GT&W rail lines and Seven Mile intersection crossing.
- Mill and resurface Eight Mile Road (M-102) from Van Dyke to I-94.
- Resurface Kelly Road from Moross to Base Line Road (Eight Mile).

Automobile Access - The 1990 Census portrait of Planning Sector 2 shows 26 percent of households do not have access to an automobile which is below the city wide average of 33 %. However, several census tracts do exceed the City average. These tracts are mainly located along Gratiot south of Seven Mile and in the southern cluster area. Map A22 shows the ranges.

Private automobiles account for the largest portion of vehicular travel methods. Public transit accounts for a small percentage of trips. The focus group explained that transit trips do not relate to lack of automobile access. Many residents refuse to use the buses because of long lengths of time needed, poor maintenance of bus stops, the large number of connections needed to reach a destination, and lack of coordination with the SMART regional system. School bus, taxi, jitney, and bicycle methods of travel are insignificant in volume. Pedestrian movement is another major category of travel.

Focus Group/IGI Responses

The transportation group brought forth concerns regarding streets, mass transit, pedestrian, and parking issues. Concerns are categorized as follow:

Street Concerns

- Many streets have poor surface conditions.
- Traffic signals and controls need to be upgraded at various locations.
- Better traffic law enforcement to prevent cars from speeding on residential streets is needed.
- Better traffic enforcement around schools and other high activity areas is needed to prevent congestion.
- The effect of new development around City Airport and the rebuilding of I-94 Freeway on roads and traffic patterns throughout the cluster needs to be thoroughly understood by the residents.
- McNichols Road between Van Dyke and Outer Drive needs to be reopened.

Mass Transit Concerns

- Cluster residents are unable to access suburban jobs.
- Adequate service to patrons is lacking because of limited cooperation and coordination between DDOT and SMART.
- DDOT has poor security and environment for passengers and drivers including not enforcing its own rules.
- DDOT buses and shelters are in poor condition and not maintained.
- DDOT schedules are not adhered to.
- Travel time on public transit takes too long to reach a destination.

Pedestrian Concerns

- Stray dogs pose safety problems.
- Sidewalks are broken and unkept.
- Pedestrian areas are unlit or ill-lit.

Multiple-Family and Shopping Area Parking Concerns

- These uses lack adequate parking.
- Parking areas are not safe and unkept.
- Spaces are not located well.